





# THE CHINA MAIL.

PUBLISHED WEEKLY.

HONGKONG, THURSDAY, 15TH OCTOBER, 1886.

## BIRTHS.

At Yokohama, on the 16th September, Lady HARRY PARKES, of a son.  
At Hongkong, on the 13th October, the wife of CHARLES OSBORN, of a son.  
At Shanghai, on the 12th October, the wife of HENRY DICKINSON, of a son.

## MARRIAGE.

At St. John's Cathedral, Hongkong, on the 13th Oct., by the Rev. John Wilson, R. S., Acting Colonial Chaplain, WILLIAM CHICE, to EMILY AINSWORTH.

## DEATHS.

At Shanghai, on the 5th October, MARIA HANNAH HEDSON, aged 12 months and 12 days, the beloved daughter of Joseph Hedson, of a son.  
At Shanghai, on the morning of 20 October, at 1 A.M., Captain J. A. BOWMAN, of the *Janet Mitchell*, aged 72 years.  
On Board H.M.S. *Melville*, Hongkong, on the 14th October, RICHARD AUSTIN, Artillery, R. M. S., aged 34 years.  
At the Government Civil Hospital, Hongkong, on the 14th October, HENRY SHERRARD, Police Constable, R. M. Naval Yard, aged 25 years (Fever).  
At the Seamen's Hospital, Hongkong, THOMAS FLEMING, Master, British ship *Orion*.

## SUMMARY OF NEWS.

News from Corea has arrived at last but not quite sort of news that was expected. People have been expecting to hear that the French had taken some decisive steps in the way of teaching the Coreans that murdering foreigners is an unlawful pastime, but the French Admiral, waiting we presume for the arrival of his squadron, has only sounded his way to the capital and returned; but a sad tale of Corean barbarity accompanies this intelligence. The master and crew of an American schooner with two English gentlemen have been roasted to death by order of the king or his father—some accounts say the latter—the unhappy victims having been tied down in their berths and the ship then set on fire. We may suppose that some notice will be taken of this by the British Government. Whether lawfully there or not their semi-barbarous murderers, have no shadow of excuse for this atrocity and it is to be hoped that prompt and effectual punishment will be inflicted; not a pecuniary one only let us trust, as there is but too good reason to fear will be the case where the lives of British subjects are concerned.

A second edition of a Dictionary of the English and Japanese languages, compiled by Japanese Scholars, has been published at Yeddo. The preface to it is exceedingly modest. "The first edition (says Mr. Horikosi Kamenosky, the editor) of this work, published in the second year of the Neigo Bunkin, being entirely sold out, I was ordered to revise and correct it for a second edition. But, every thing being done very precipitately and hastily, it left me no sufficient time, but to correct some considerable typographical errors and mistakes in the translation and to add two tables, showing the conjugation of the irregular verbs and explaining the signs and abbreviations mostly used." He acknowledges the assistance of learned friends, but "notwithstanding all this, there will be found a good many faults as yet, and I request, that he who may find any will be so kind as to indicate them to me." This second edition seems to have been very successful. An edition of 1,000 copies having been sold within 5 days.

Private advices state that the Governor of Nagasaki is so much afraid that Chiosu's men will come there that he has sent his wife away to Yeddo, but it is thought there is not much fear of danger in Nagasaki, so long as foreigners are in the place.

A List of the Land Renters, at Shanghai who have lots registered at the United States Consulate, has been published, for the first time. This will form a useful register and will no doubt much facilitate the authentication of the ownership of lots. We trust, says the *North China Daily News*, that in addition to the registration at the Consulate, the idea of a general registration office, irrespective of nationality, will be carried out.

The same paper says:—The verdict given in the case of Oxford & Co. versus Byramjee is certainly of a very original description. The case turned upon the question of whether in the sale of certain goods on behalf of the Defendant, after receiving a letter withdrawing limits, the Plaintiffs had been guilty of negligence in the legal acceptance of the term. This was carefully explained to the Jury by the Assistant Judge in his summing up, and it was also pointed out to them that the question they had to decide upon was a matter of fact, namely what, according to the custom of the Trade in Shanghai, would amount to such negligence. After deliberating for half an hour, they returned and gave a verdict that the Plaintiff had a right to sell the goods, but that it might have been exercised with better judgment. As was naturally to be expected the Counsels both for Plaintiff and Defendant at once claimed the verdict, reminding the spectator of the inimitable sketch in *Punch* of the two Cockney sportsmen each claiming the fallen bird. The Court had accordingly to say what the verdict meant, and decided it was for the Plaintiff. Of the correctness of this view, there can be little doubt; what the Jury intended doing being to give a verdict of not being guilty of legal negligence, but at the same time to express a private opinion of their own about

the way the Plaintiffs conducted their business; and this they did in such a clumsy way as apparently to stultify themselves. It seems to be getting the fashion for juries in Shanghai to go a little beyond their sphere in giving comments upon matters beside the facts upon which they have to decide. However desirable it may be for a Jury at times to express an opinion upon some glaringly irregular matter brought to light in the course of a trial, as a rule any thing beyond the exact verdict required should be avoided; and indeed in giving a verdict alone, a Jury will generally do well to adopt the wise advice from an old to a new judge, to give his decisions, but never state his reasons.

There is a superfluity of amusements just now at Shanghai. Madame Bishop trills forth her ballads as charmingly as ever; Professor Bushell astounds the multitude by displays of electro-biologic power; and the Lenton troupe demonstrate the agile flexibility of which the human frame is capable, and the capacity of the brute creation for mental education. Cricket is in full career, and the races are at hand. Madame Bishop and Professor Bushell will ere long, we understand, visit Hongkong.

The *Recorder* informs us of another daring act of piracy committed between Ningpo and Shanghai. It appears that two valuable laden junks, while off Nankoo, on the night of the 8th instant, were attacked and captured by pirates, and that the *Lorchia*, tender to the Chinese gunboat *Pan-a-Schoon*, in endeavouring to render assistance to the junks, was beaten off, with the loss of five men killed and two dangerously wounded, who are now lying in the Ningpo Hospital. On the afternoon of the 9th the *Paou Shun* left Ningpo in pursuit of the Pirates.

Native reports from the northern portion of the Kiangsu province mention the presence of large bodies of Nien-fei on the borders of Shantung and Honan; and state that Tsien-kuo-fan is about to move his headquarters to Tsinan, the Capital of the latter province, in order to operate against them.

The *Hankow Times* says:—The Nienfei seem endowed with a Hydra like form of existence; for, notwithstanding the reports that thousands have died by starvation or the sword, the swarm returns annually, increased in numbers and boldness. As far as can be learnt, their courage is still very defective, and their armour so insufficient as to render it almost impossible for them to capture a fortified city defended by a few hundred native troops, a gallant band of volunteers, and one or more gunboats. But although thus feeling secure with regard to our personal safety, the trade of the port and province suffer so materially from the incursions of these robbers, that we hail with great joy the prospect of bidding them a final adieu. The futile attempts of the mandarins to cleanse their Augean stable having brought down on them the reproaches of government, and having unjustly served to render the Chinese soldier an object of contempt to friend and foe, they were only too glad to resort to any experiment by which valour and confidence might be instilled into the hearts of their troops. They accordingly, eight months ago, requested M. Giquel to undertake the formation of a Franco-Chinese Contingent; and it is the success which has hitherto attended his efforts that induces us to make the present remarks. Should drill progress favorably during the remaining months of the year, and should the Viceroy be persuaded to add to the number of the Contingent, which has already been reviewed, we will have in it a very formidable opponent to present to the Nienfei.

We are glad to see that the Subscription Lists for the building of a Church at Hankow have come out, and that the amount per hong speaks well for the liberality of the community. There appears to be no doubt that all will give towards this most desirable object. The subscription list shows donations to the amount of Tls. 1400.

## HONGKONG.

Locally we have no very important occurrences to note.  
Some of the hundred invited Hongkong guests at the Macao ball, given by the Macaones in honor of His Excellency, José Rodrigues Coelho do Amaral, the Governor, returned on Tuesday, and report the affair as having come off with a great deal of éclat. The ball commenced immediately after the arrival of Sir R. G. MacDonnell and Lady, who made their appearance rather late. An amusing contretemps varied the proceedings. A well known resident was mistaken for the Governor and was accordingly the honors intended for Sir Richard MacDonnell which had to be again rehearsed when the Governor actually made his appearance. There were probably 300 persons present at the "Théâtre de Don Pedro V" where the dancing took place. A magnificent supper was laid out, to which the guests sat down at 2 o'clock. The ball lasted till about five o'clock this morning, and everything was carried on with spirit and animation until that protracted hour. There

were probably a dozen Hongkong ladies present. Speeches were made by both the Governors, and altogether Macao has not seen such a feast for some time past. The supper table was laid out in the Stage in very good taste, and in front of it a beautiful grotto was arranged, in which a pretty fountain was splashing its cooling waters. When the curtain, which until supper time had been down, was drawn up, a fairy like scene was displayed. On board the *White Cloud*, which steamer took the greater part of the Hongkong guests over yesterday, a very elegant déjeuner à la fourchette was provided by her courteous commander, Captain Carroll.

A public meeting to take steps for the formation of a Rifle Club was held yesterday, a report of which will be found elsewhere. 100 names appear on the list of members, and the idea seems to "take." We wish the Club every success.

We are glad to state that the missing cutter of the *Oppey*, with the crew of 12 men and the master, arrived here safely on Saturday morning, in a Chinese junk. It appears that after losing sight of the *Oppey*, and beating about against strong winds and currents, they made one of the islands in the St. John Group, 50 miles south of Macao. The mandarin there treated them well, supplying them with provisions, and sending them to Hongkong in a junk.

Ten cent pieces are according to a contemporary being coined daily at the Mint. Nearly a million have been turned out already and preparations are being made for an issue of pieces of 20 cents each. Forty thousand is, we have been informed, the number of the smaller coins the Mint machinery is capable of turning out daily and from 18 to 20 per cent is the estimated profit the manufacture of this class of coin, which is not, intrinsically, of the value for which it passes current by law.

It is reported that Captain Noelle of the Prussian schooner *Vampyr* is the bearer of some important dispatches from the Sultan of Soocoo to the King of Prussia, ceding to that government certain territorial rights and privileges. Should the report be true which we have every reason to believe it is, it will be interesting to learn what views Prussia entertains as to colonizing in the far East. She has long been supposed to have had an eye on Formosa (not Borneo) but the recent war compelled her to concentrate all her energies on home matters. Now that peace is declared will she assert her newly acquired position in these seas?

It is rumoured, (the *Mercury* says) with what truth we know not, that a change is about to be made in the Headship of the Police, and one of the senior Student Interpreters has been mentioned as the successor to the present chief.

Two men engaged in the Labra Piracy have turned up at Macao, and have proceeded to Canton, with the detectives, to endeavour to identify some more of the scoundrels.

The Acting Viceroy of the Two Kwang, Jui-lin, received on Sunday last his actual appointment to the post, and will therefore vacate the office of Tartar General, which he has hitherto held. During the two years that Jui-lin has acted as Viceroy, he has gained favourable opinions for a liberal disposition towards foreigners. He is the only Tartar holding high office in the Province, but even his present promotion puts him on a lower grade than he formerly occupied, having been a member of the Imperial cabinet.

The weather has now become cool, and the Festival time of Hongkong is approaching. We may congratulate ourselves on having passed one of the most healthy summers with which Hongkong has been blessed for some years.

## THE DIFFERENTIAL DUTIES AT THE PHILIPPINES.

The decree by which the Spanish Government has at length abolished tonnage dues (with the exception of a small impost for lights and river-clearings, of 64 cents per Ton) on vessels arriving at and departing from Manila, and the out-ports in ballast, has a somewhat important bearing on China shipping interests, and from this point of view we wish to give it some prominence. In an article in the *China Mail* of 18th May, we called attention to the injurious nature of an impost which acted as a fine on vessels going to the Philippine ports in search of freight. We then said, after adducing self-evident reasons in support of what we alleged, "It is, in fact, but too clearly evident that tonnage dues on vessels which enter and depart in ballast exercise a most repellent effect, and deprive the mercantile community of the choice and abundance of tonnage they would otherwise have. We cannot think that the Manila Authorities, particularly in view of the superior attractions thus afforded to neighbouring free ports, can have sufficiently considered these things." We are therefore rejoiced to see that so decided a step in the right direction of reducing heavy tonnage dues on seeking ships has been taken by our Luzonian friends. There is still a point in their mode of levying the general tonnage dues to which we then adverted, and which we are still unable to comprehend on any

sound principle. We mean that, when vessels take anything to Manila—even a parcel or small case which may be called cargo—they are charged several cents per Ton more than if they landed nothing. This regulation does not apply to the out-ports, Cebu, Iloilo, Sual and Zamboanga except in the case of vessels arriving and leaving in ballast. But, it not unfrequently happens that, when it is desired to send across to Manila a case or parcel, it cannot be done, because, by so doing, the vessel carrying such case or parcel subjects herself to additional tonnage dues,—though sufficient freight may not be got together to make it worth while to incur them. The latter mode of overcoming the difficulty is seldom available in the case of vessels other than Spanish, as the differential duties act as a prohibition on the import of goods into the Philippines in any other than Spanish bottoms, and this brings us to the point to which in this article we wish chiefly to refer.

Much as the port of Manila and the Philippines in general may benefit by a partial suppression of tonnage dues, there will be no very visible change in their present comparative inactivity until the differential duties are consigned to the limbo of so many other economical errors by the advancing tide of modern thought and experience. This is a fact which we are glad to see has been recognised by our able contemporary, the *Diario de Manila*, some of the articles in which are characterized by a thoughtfulness on these questions, beyond the average. After attending to the changes produced by time in old legislative enactments, and condemning, by implication, those which still hamper the Philippine trade, the *Diario* in its issue of 14 September last, went on to say, "In the present day, the spirit of those legislative enactments has been extraordinarily modified, and its tendency is to do away with restrictions, without excepting those based on protectionist motives, as, for example, the differential duties, already condemned in principle by political economists, and maintained only by fear of the present damage which their suppression would cause to interests created under the protective system." Everywhere the same story of "vested interests" to be cared for, before the talismanic words "move on!" can be effectively pronounced.

We fear the reasonings of our contemporary found but faint echo in the minds of the European and native shipowners of the colony. Nor need we be surprised at this. It is well known that the abolition of the Navigation Act in England evoked the fiercest possible opposition from British shipowners, who could not see the apparently paradoxical fact that more liberty for foreign ships would bring about such increase of general trade, wealth, and movement as to be ultimately beneficial to that ill-treated, oppressed, but somehow generally opulent individual, the British shipowner himself. Still less did they care to bear in mind the fact that it is not ships which create trade, but trade, ships. What the practical (first evolved out of the theoretical) sense of the economists triumphed, after a long and hotly-contested fight, and what was looked on as the Great Palladium of our commercial marine fell before the combined efforts of men to whom the nation and the world owe a deep debt of gratitude.

Now, the effect of the Spanish differential duties in the Philippines is this: The impost on goods imported by foreign (i.e. other than Spanish) vessels is exactly double that on goods imported by ships of Spain. In other words, the Tariff duty on most articles being 7 per cent by Spanish bottoms, it is 14 per cent by foreign. In exceptional instances where the articles either might, or do, come into competition with Spanish or Philippine products, it is 20 and 40 per cent by Spanish, and 50 per cent by foreign ships. Mark the consequence. Almost all foreign ships arriving at Manila naturally come in ballast, and indeed but seldom go there except in fulfilment of charters to load produce, or other set purpose.

What a strange, almost sad, perversion of the "fitness of things," does this seem? A ship arrives in the splendid Bay of Manila, but it brings no costly freight—whether more or less—as it might have done, to add to the Philippine wealth and Philippine revenue. It has toiled over many a league of waters to add a few hundred tons more of sterile sand or stones to the Philippine shore. The bringing of the produce of the Glasgow foundries and breweries, and the Yorkshire looms of England, textures, and German and French mechanized and wines, is reserved for a few—mostly ancient—Spanish vessels which periodically plough their slow and uncertain way across the Ocean, to the exclusion of the finest and fastest English and American ships, which might convey their cargoes at a third of the freight. The Spanish ships which load at Liverpool, London, and Glasgow for the Philippine charge £4 to £5 per Ton measurement. Foreign ships would bring the same cargo for £1.10 to £2 per Ton. In the same way, and on the same principle, the carrying trade to Manila from China is confined to the little schooners and brigs, which, like minnows among the Titans, we see moving about the Chinese treaty ports, and at the present moment there is scarcely a single Spanish vessel loading in England for the Philippines, owing to the Chilean war, and the differential duties impede exports by ships of other nations to Philippine ports. We are aware that among Spanish shipowners and the *poco-cuante* portion of the Spanish public, our wishes to see the differential duties numbered among the things that would be met by the cry of "protection for national shipping," and that they would go on to allege that, while shipping is in its infancy, it requires to be sheltered from the keen wind of competition. The old phantasm of England being bent on securing a monopoly of the carrying trade

by apparent concessions of freedom to foreign shipping, by which the Spanish public will continue to be influenced, probably for years to come, would also be invoked, in spite of the lucid exposure of the absurdity of the notion by pens like those of Bastiat and Chevalier.

It is curious to see how tenacious of life are some fallacies. The Manila Government have for years been endeavouring to get their mail from Europe expeditiously, and on moderate terms, but it is no secret that the differential flag-duty has always stopped the way. The Peninsular and Oriental Co. asked for a suspension of the differential duty in their case, but did not get it, and without it, although in receipt of a heavy subsidy, they did not care to continue. Negotiations with Saigon and the *Messageries Impériales* failed from the same cause, and the Manila Government have continued to get their mail, in the most costly manner, by their own war-steamers, which will not receive cargo, or even parcels of any kind. Respecting the accommodation on board of those steamers, for more than a very limited number of passengers, we can, notwithstanding the invariable courtesy of their officers, say but little in its favour. We understand that a line of steamers, belonging to the China steam ship Co., has been established between Manila and Singapore, to run once a month in connection with the French mail, and we wish it every success, but we do not see how, without a subsidy and with differential duties on the cargo it may convey, it can be made to pay. In fact, we are aware that the line would not have been established but for the hope, based on the assurances of some of the Manila authorities, that the differential duties would, in its case, most probably be abolished.

Every consideration, political, commercial, and social should urge the Manila community and the Manila merchants to have the differential duties abolished. The Philippines will pardon us if we seem to be meddling with their affairs, but we know the Philippines and their resources, and the unsurpassed elements of wealth, now lying idle, which they contain. We know their physical features too—the grand outline of their mountains and the wide sweep of their fertile plains, and feel an interest in this magnificent portion of the tropical East which we would fain communicate to our readers, even if from a mercantile point of view only.

## SPANISH FREE TRADERS.

In our last issue we showed some reasons why, even for the sake of Spanish interests in the East, the differential duties at the Philippines should be abolished. Not only the *Diario de Manila* lifts up its voice, with no uncertain sound, against the maintenance of time-worn regulations which place Spain on a lower level than other nations, but the press of Madrid (no longer the isolated, non-communicable Madrid of other days) attacks them. At Madrid there is a band of earnest free-traders, mostly young men, who are giving the sturdy but loitering old giant Monopoly some home thrusts, and who, by meetings, discussions, pamphlets, and speeches, at the *Ateneo*, *Bolsa*, and *Circulo*, disseminate among their half-converted countrymen a knowledge of economical truths. From one of their publications, the *Gaceta Económica de Madrid*, we take the following well-directed shaft. "Another point which is still unreformed in Spain, in spite of the experience of other countries, is the differential flag duty, which has been proved in every place where it has been abolished, not only to be productive of no useful result, but to be extremely prejudicial. Before fully expressing our opinion on so pernicious a form of protection, we will add a table of statistics to give a practical form to our observations—for, as regards the theory of the matter, it is so obvious as scarcely to require argument of any kind. For, what is the effect of the differential flag duty? Purely and simply an artificial enhancement of freight, of the most obnoxious nature, not only because it places us at a great disadvantage with respect to the countries where such additional charge does not exist, but because it heightens in the most extraordinary manner the price of the articles we require to import from abroad." It would be difficult to put the matter in a few lines more forcibly than this Spanish writer has done. His colleagues of the "Association for Tariff Reform," formed at Madrid and extending to the provinces, and which numbers such locally well-known names as Figueroa, Pastor, Gatiano, Rodriguez, Bona, Préndegast and Segoria, are equally earnest in the cause—to which Bona has in fact dedicated his life. In Spain a Government Committee has been at work for some time on the Tariff, and has taken into especial consideration the suppression of the differential flag duty. The *Epoca* gives the statistical result of the official enquiry, and after remarking that "it is time that the press should support the hoped for reform by throwing all possible light on this really vital point of our commercial interest," it adds, "The comparative diminution of the number of Spanish vessels during the last few years, as will be seen by the official tables, is so rapid that the national flag loses more than 300,000 tons of cargo from 1854 to 1859, and in 1862 it does not employ the amount of tonnage which it reached in 1850, whilst, on the other hand, an increasing progression is observable under foreign flags, which shows in 1862 double what it did in 1850. It further follows, (adds the *Epoca*), that the progressive increase noticed in the export and import of merchandise in our ports from 1850 to 1862, and which amounts to \$59,979 tons, is chiefly owing to the foreign flag, as the national flag, to which it was hoped to assure a monopoly by means of the differential duty, has lost 3.61 per cent. And what in our judgment is strange, is that the international trade has not disappeared altogether, leaving our vessels confined to the coasting trade, for, with

much truth the *Lloyd Espanol* and *Comercio Economista*—repeating the phrase inserted in one of our previous numbers say, that one hundred years of protection have been enough to ruin our ship-owners."

Speaking of the Philippines, it is in accordance with such a system as the above, that such Spanish vessels as we occasionally see are made the sole conveyances of cargo to Manila from hence. Not that we believe these vessels would be driven off the line by the disappearance of the differential duties. On the contrary, we believe that they have local advantages which would favor them greatly; and we further believe, that, as has always been found to be the case, the increase of trade which would take place on liberty being given to all ships, without distinction, to convey cargo, would serve to give them in the long run an augmented share of freights to China and their own provinces.

Nothing would vivify the trade of the Philippines so much as steam communication by merchant steamers along their fertile and populous coasts. The lowest estimate of the population of the Philippines gives four millions and a half, but up to very lately there was only one, very small, steamer running from Manila and that only to one province, that of Iloilo. The *Fei Ma* (now the *Cebu*) has just been put on the line between Manila, Yloilo and Cebu. The impossibility of putting on any foreign owned steamer without first changing the flag, at a heavy expense, and transferring her to Spanish ownership, has always been found a bar to the application of capital in that direction, although there are a number of superannuated steamers on the Chinese coast which might be remuneratively employed in the inter-island Philippine trade.

## COREA.

The news from Japan brought by the *Sue-nada* is somewhat curious in its details. By the columns of the *North China Daily News* we learn that the French Admiral proceeded in the *Derventia* accompanied by the *Tardif* on a surveying expedition to within sight of the capital; that he was presented with provisions &c. and requested to leave and that his ships were twice fired at on his return; and a paragraph in the *Recorder* informs us that the *General Sherman* American schooner, with an English missionary on board, had been burnt and the crew and passengers murdered. In the same issue of the *Daily News* giving the above particulars is a long account of the kindness shown by the Coreans to the shipwrecked crew of the *Surprise*, and a leading article in that paper draws attention to the great contrast between the hearty good will exhibited by the Coreans and the stunted hospitality afforded by the Chinese after the shipwrecked sailors had crossed the frontier. Our readers will find full particulars in other columns.

So singular an instance of marked hospitality and brutal murder—for such was the burning to death of the *Corea* at *Shennan's* crew—occurring within a few days of each other on the part of the Coreans, cannot but give rise to speculation as to the actual character of this strange and hitherto almost unknown people. The destruction of the American schooner seems to have been by order of the king's father, slain at the same time the kindness shown to the castaways was apparently the act of the Government officials over whom, from recent accounts, this murderously inclined individual would appear to have absolute influence. It was by his orders that the late torture and murder of the ill-fated Catholic missionaries took place, and he appears to be a bigoted tyrant of the worst stamp; and yet this very same ruler permits a crew of shipwrecked mariners to be forwarded to their own Consul at the nearest Chinese treaty port and treats them with a humanity "which," says the *Daily News*, "is remarkable, and leads us to again express a hope that full investigation will be made into the circumstances attending the recent massacre of French missionaries before any severe measures are adopted towards a people who have shown so great humanity to other foreigners in their need. Our conception of the inhabitants of this isolated little kingdom has hitherto been very clear; but we have certainly believed them inferior in civilization to the Chinese; yet we find them, though bound by no treaty, showing greater regard for the rites of hospitality than the latter, and treating men thrown entirely on their mercy rather as welcome guests than as troublesome intruders.

Accepting as true both stories as to their barbarity and kindness which thus queerly make their simultaneous appearance in the same columns there can be but one explanation, viz: that when left to themselves the Coreans are a gentle and hospitable race; but that under the influence of evil minded officials who share the ancient Chinese exclusive ideas, they are capable of horrible barbarities. Should it unfortunately prove true that Mr. Thomas, the able missionary and linguist on board the *General Sherman*, has indeed died an agonizing and ignominious death, the British and American naval authorities will surely be directed to cooperate with the French in giving Corea that first lesson in the law of nations which it seems to be the destiny of the nineteenth century to impress upon the semi-barbarous nations of Eastern Asia. It is useless to say that he and the Captain and crew of the schooner rushed on their fate because they had received warning that the natives were hostile; had they been captured as prisoners only, such a plea might have been resorted to to obtain their freedom. But no law whatever justifies a semi-barbarous race in roasting those who fall into their hands. Out of every good howsoever, and Mr. Thomas and his companions may have thus unconsciously served the victims whose fate is destined to throw open to the world and to the humanizing influences of Christianity and western

civilization a new case their deaths useful than any in life could have been with only a partial facts. It is still are prisoners only no means definite. been done by the in the murder of it a regard for but it accounts for shown to the crew most thoroughly and that those alone who thus ventured to enter few years since, the time is past likely to avenge subjects. Thanks price policy of the ing into a state of importance. If M panions have inde British residents in no inconsiderable by Sir R. Alcock rities in the matter we fear the cont worthy, even in the nificant matter, of lately has attached

Since writing the from indisputable count given of the *Sherman* and those there. They were their berths and the the unhappy victims slowly to death. the Coreans was pirate junk, as the Thomas protested tentions of his cap deaf ear to all his

We may add derived from a g arrived from the tuted enquiries in witness of the aff ties examined.

SOME interesting appeared in the the signatures of and "Festina Lente" Railroad ran In one of the let appeared the follow correspondent. For that the most s brought about in posed line of rap and Sookhow, de in the junk, and means of livelihood, essential consider be, not to stop it respondent lastly it from the direct from which po the various stat fact so far from for such traffic precisely the sam in England that ed after railways before that cha second place so to bring about r of employment, the iron road was against crime a has proved in o fact that in the arising at Sooch obtain the aid of four hours by co hal, ought to be Chinese officials scheme; which doubt they would sent menaced as During the advan ble of the advan ing roads to be be regretted the nity which they permission to c by. It would rantee for pea the advantage of Chinese Author granted the per opportunity is los peace and hos improvements v means of presen ever, see why t explained to the pension made which might be interests." W general tenor must reiterate o North of Chin ful effort be ma ing railways. practicably a pretty equally b place, the Pekin superior advan tum-to demon ment the saf fit of a well co effort be mad two sets of off the local prej the genit of the Shanghai than ponderance of element of the another agent that neighbour established with local difficulties places. Suppo against such a the Foreign boar



He had never seen or heard anything so grand and so enchantingly beautiful. He looked in, and saw that it was full of light and splendor, and that inside we



was told that he was not to die for some time to come, and if he became pure and clean, after death he could enter the palace and join in its pursuits.

He awoke full of astonishment, and for a long time, remained absorbed in the contemplation of his dream, but could not understand its meaning. Full of ardent longing to understand it, he lay full of sleep again, and dreamed substantially the same dream.

In the morning he told his dream to his friends, but could find no one who could give any satisfactory explanation. He soon recovered from his illness, but his distress of mind found no relief, but rather increased in view of the vision. It occurred to him after a while that in his neighbourhood were some Roman Catholics (Chinese). He went to them, explained his feelings and told his dream. They were utterly unable to answer his inquiries, but told him that at Tientsin there were some Roman Catholics who could give him instruction. He without delay started for this city, and was directed to the Protestant chapel above referred to.

His story and his manifest earnestness and sincerity attracted considerable interest at the time. He spent several weeks here attending the chapel services, reading Christian books, and learning all he could regarding the new Doctrine, which he fully received. He finally returned home carrying some Christian books with him.

He appeared at Tientsin again, after several weeks, with a letter signed by a number of his neighbours and friends who had become deeply interested in the books he had taken home, and in the statements he had made relating to what he had previously learned at Tientsin. The letter contained a request for a native Christian to go to Lou Ling and explain the books more fully. It stated also that there was a considerable number who were very desirous of receiving instruction and that the interest was widening.

In accordance with this request, the Methodist mission sent back with the old gentlemen a supply of books and one of their native assistants. The latter was absent about a month, and on his return he gave very interesting and wonderful details of the serious and profound attachment of the serious and profound attachment of a comparatively large number of the new truths, the "glad tidings." Soon afterwards two colporteurs were sent to Lou Ling who spent a month there, distributing books and giving instruction. They confirmed on their return previous accounts, and bore an invitation for some foreign missionary to go and administer baptism to those who on examination should be judged prepared for it. But as one of the two members of the Methodist mission was then absent at Shanghai, it was not at all convenient for the other member to leave Tientsin for the necessary time. A native preacher and his wife, were sent instead of a foreign missionary.

On the 4th of September, one of the missionaries started for the place. In nine or ten days he sent back to his associate intelligence of such interesting and encouraging nature, more than confirming the previous statements made by the Chinese, that the latter started for Lou Ling, to assist in the work of examining and baptism. They both returned on the 29th instant.

They have briefly stated some items of interest they have met with.

They have baptised after a very careful and prayerful examination 45 persons, of whom 18 are women and 27 are men. There are several tens more, a good proportion of whom are females, who desire baptism. The village (朱家樓子) where the principal interest is, is named after the family clan, of whom the old gentlemen who came to Tientsin in the head, is not large. It is surrounded on all sides by similar villages distant from each other only a few li.

The interest extends in all directions, some come on Saturday afternoon for 20, 30 and even 40 and more li, bringing their bedding and their food, to attend the Sabbath services, returning home Sabbath evening after the second preaching service. One old man aged 72, living 45 li distant was heard to say that if the foreign teachers could afford to come 450 li, he could afford to come 45 li, and so he walks that distance Saturday afternoon, to hear preaching.

The native helper, before the foreign missionaries had arrived, one Sabbath remarked publicly on the duty of destroying every idol and instrument of idolatrous superstition. On the following day 17 families brought their images, pictures, etc., everything they had which pertained to idolatrous worship, and burned them up in the presence of the native helper.

The Sabbath seems to be observed with considerable propriety and strictness in regard to some things. For example, the Chinese Christians of their own accord have made a rule which is carefully observed, that among those who meet together for worship, and with those who remain during the intermission on the Sabbath, preparing and eating their refreshments, there shall be no secular topic introduced and discussed, nothing relating to cultivating the soil, or gathering the crops, etc. The village and the country around it being inhabited chiefly by farmers, and those who attend the meetings being themselves farmers, or laboring on farms, this rule, it is manifest, is a practical one, and shows the sincerity and earnestness of the people.

The Christians living in the village go to their work on the neighbouring farms, early in the morning; after breakfast about 9 o'clock, they assemble at the chapel, for singing, reading the scriptures and prayer, for half an hour, and then proceed to their work again. In the evening, after supper, they meet in the chapel for prayer, etc. again.

The women who believe are, as may be inferred from the fact that they have been already baptised, not nearly as reserved and retiring, as respectable Chinese females usually are. They meet for service oftentimes in the same building with the men, and have seen very desirous of hearing the Gospel preached themselves. The wife of the native helper now there has had a great and salutary influence among the women. Sometimes 20 or 30 women will bring what needle and other light work they have to their house, and sit and work, while she reads the scriptures and explains Bible to them. Several of them are able to read.

The Christians are represented as praying with fervency and propriety, as engaging in singing hymns, in not with a strict compliance with the rules of music, with dead of enjoyment and animation, with the spirit, if not with the understanding. They have what cannot be said generally of native church members in China, an affecting and profound sense of their personal sinfulness and unworthiness. They have an ardent desire for the conversion of their own families, or neighbours, who are still unconverted. This desire manifests itself

in their present public prayers, and in their daily conversation and conduct.

Perhaps I have been too minute and too lengthy respecting this religious movement in Lou Ling, unprecedented so far as China is concerned, but I could not conclude to leave out any of the facts stated. I leave the subject here, requesting the reader to remember that the work was commenced and carried on till less than one month ago, without the presence and of a foreign missionary, and that previous to last spring not one in Lou Ling knew any thing about the Bible or the Doctrines of the Bible as explained by Protestant missionaries.

The future will tell more perfectly than we now know the real nature and extent of the work. It appears to be an extensive and genuine turning from Idolatry to the worship of the true God.—Very sincerely &c.

#### THE "NEPAUL" IN A TYPHOON.

The Japan Times Overseas Mail contains an interesting letter descriptive of the typhoon encountered by the *Nepaul* on her last passage from Shanghai to Yokohama. The writer says:—

Starting from Shanghai at 2.30 A.M. on Tuesday, the 11th inst, we got into rough weather just outside of the light-ship and a most evil omen inaugurated our voyage. (A man fell overboard and was drowned.) By noon we were in the "open" and a strong N.E. breeze made us landmen wish for fair weather. But it was not to be, and sea and sky were looking worse when, just before dinner, again that horrible cry, "A man overboard!" rang through the ship. A boat was lowered manned by an officer and 4 men, happily on this occasion the boat returned, after a most anxious quarter of an hour—with the man—and with the utmost peril and difficulty she was secured in the davits. The sea which washed this man overboard, swept another off the deck at the same time, but he was thrown on board again by the returning wave; this fact alone will give you some idea of the state of the sea at the time and of the skill and daring shown in launching the boat for the rescue of the other poor Malay.

The wind increased continually and at midnight the barometer was falling rapidly. No observations having been got at noon, the ship's course was changed to nearly N. in order to run out of the gale if possible, and to secure a safe berth for us on the south coast of Japan. About midnight the wind moderated, after blowing furiously for six-and-thirty hours, but leaving of course, a very heavy sea. The next day (13th) we had comparatively quiet weather and all hoped for a pleasant run up the coast of Japan. But we were to be disappointed. We had a bad night, the wind increased, and the weather became worse next day. Soon after noon another full, then a shift of wind to N. E. About 8.30 came another storm from the quarter master "wind shifted to S. E." Captain Hector had just gone to his cabin to get a little rest, but at the cry he was out and giving orders to shift the main trysail. Whilst lowering it, a sudden squall split the canvas into ribbons, and the Malays, panic-struck, let go the halyards and hid themselves in the waist. The sea was then breaking all over the ship from stem to stern and rolling frightfully, and the main boom, uncontrollable by the two or three hands that remained at their posts, swayed about and threatened destruction to the deck house and the life boats. But here it was that Captain Hector showed to advantage. In his sleeping dress, and with only his light and the few English sailors to help him, he landed the ropes managed to secure the dangerous spar and before long, a new sail was bent and set.

I pass over the night and the morning of the next day (15th), when the weather, moderating slightly, again gave us a deceptive hope that our trouble was over. But, in the afternoon, we saw slowly threatening weather in the S. E., which some said was a squall, others a storm, and the English sailors looked gravely, held his tongue and made incessant reference to the barometer. We had not been on deck ten minutes after dinner, before the full fury of a heavy gale was upon us. By 8 o'clock P.M. the wind had increased to a furious gale from the S. E., with a confused, tremendous sea running and blinding rain, the ship rolling her bows under water. We were cowering in our bad weather, and the orders "batten down the hatches" and "secure the gunwales" and to the men to stand by the boats with halyards and "in case of emergency not to stick at a trifling" (which meant cutting away everything), showed us all clearly that we were in great danger. Thus we faced all through the long and anxious night of the 15th—Early in the night she was put about, retracing her old course, in order to run out of the hurricane if possible, and at all events, to gain an offing. The gangways in the waist—the large ports through which cargo is passed in—were unshipped before the worst of the storm, a very wise precaution, for the heavy seas which came plunging over her bows would have swept the main deck of everything, had these outlets not been provided.

When we got into the centre of the cyclone, we had about three quarters of an hour of comparative calm—but with heavy sea and blinding, baffling rain. All through this, it was impossible to avoid noticing the anxious vigilance of the Captain. "How's the wind now, quarter-master?" "How's the barometer and syphonometer?" "Passengers were up all night and I am sure all shared the commander's anxious desire for "day light" for though the gale abated about 3 A.M. there was a tremendous sea running and we were uncertain of our position. From this time till 8 A.M. the chief danger seemed to be from seas which no ship could have received on board without serious injury and this way in which the *Nepaul* was steered to avoid these was indeed wonderful. At last we got out of the typhoon. I think about 9 A.M., and into fair weather and hearty glad and deeply thankful were we for a little rest when Captain Hector passed the word "out of danger—a fair weather wind" and resuming our course we ran for Yokohama where we arrived, as you know, about 10 P.M.

During the hurricane we lost three boats and a man was thrown in by the machinery and crushed to death—but the good ship herself suffered no damage, not making an inch of water and established her character as one of the best sea boats afloat. Of the manner in which Captain Hector commanded her—of his unequalled fortitude, courage and alacrity under such circumstances of extreme peril, I cannot find words to express my opinion. Every one of the passengers must feel with me confidence in the

ship and confidence in, respect and affection for her commander and his officers. The passengers presented Capt. Hector with a complimentary address, testifying to their courage and skill, to which Captain Hector returned a modestly ascribing the preservation of the ship to a merciful providence favouring his own and his officer's endeavours.

#### LOSS OF THE "SURPRISE"

(North China Daily News.)

We have been favoured by Capt. McCaslin with the following interesting particulars of the loss of the American schooner *Surprise*, off the Korean coast.

On the 24th June, half an hour after midnight, we left the wreck in a sinking condition, and in the evening landed on a small island, where the inhabitants we saw created us very kindly, giving us things to eat; but wished us to go away as soon as we finished it. However, we remained until the storm abated on the next day, and tried to get back to the wreck, but the sea was running so high, that we were obliged to come back to the island. On the following day we got into the boat, and kept to the North West, hoping to reach the coast of China. After sailing about 15 and 20 miles, we observed a small village, and it was getting late, and we were all tired and hungry, we landed. But on our approach, we were surrounded by about 200 natives, who would not allow us to go one way or another until the Mandarin in the open air, mats having been placed on the ground for us to sit on. With the help of our Chinese cook, we made him understand what we wanted. After a long examination, we were escorted to a room where they gave us plenty of rice and fish to eat; but would not allow us to go away. After the lapse of two days, another Mandarin came, before whom we were strictly questioned as to our country, our business, there, and our appearance. Even the buttons on our clothing were examined strictly, after which we were taken back to our room and kept there, until the arrival on the fourth day of some other dignitary, who examined us again, and again sent us back to our domicile to await the arrival of another Mandarin from the capital, who brought with him a Chinese interpreter to whose care we were committed. He was very kind, giving us abundance of the best food procurable, and giving plenty of tobacco. Some of us being sick, they brought medicines, and in short endeavoured to keep us as comfortable as they could. At the expiration of 24 days, a letter arrived from a city distant 14 miles in a N. W. direction ordering us thither, but owing to the difficulty of travelling across the rugged, mountainous foot-paths, it required a whole day to travel the distance. We were kept in the city all night, and the next day were brought before the Mandarin, who gave each of us a suit of clothes, and enquired how we had been treated at other places where we were delayed.

At about 9 A.M. we were again on our way towards the principal city of Corea, situated near the Chinese frontier. In this instance, being provided with horses, after two days' smart riding we reached the city; having been very kindly treated during the journey, with plenty to eat and drink. The city was a small one, with a government building where two large rooms were set apart for us, and where we were given a large yard in front were given us to pass the night in, and where we were treated very kindly, every thing we asked for being given us. Next morning we were taken into the presence of three Mandarins, who looked on us very kindly, making each of us a present, and enquiring if we had been well treated on our journey thither. We were taken to a government building where two large rooms were set apart for us, and where we were given a large yard in front were given us to pass the night in, and where we were treated very kindly, every thing we asked for being given us. 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This is a vertical, high-contrast, black and white image. It depicts a textured surface, likely the cover or endpaper of an old book. A prominent vertical crease or fold line runs down the center of the image. The texture is grainy and appears to be made of paper or fabric. The lighting is harsh, creating deep shadows and bright highlights that emphasize the physical wear and the material's grain. There are no discernible text or figures.



## SHANGHAI.

| SHIP'S NAME            | CAPTAIN       | FLAG     | TONS | DATE OF ARRIVAL                   | CONSIGNEE OR AGENTS | ORIGINATING   | EXPECTED TO ARRIVE |
|------------------------|---------------|----------|------|-----------------------------------|---------------------|---------------|--------------------|
| <b>Sailing Vessels</b> |               |          |      |                                   |                     |               |                    |
| Alexander              | J. Amptser    | N. h.    | 298  | July 26, A. R. Thyng and Co       |                     | F. or charter |                    |
| Antelope               | Hale          | N. h.    | 1190 | July 12, McIntosh and Co          |                     | F. or charter |                    |
| Andromeda              | Stolt         | N. a. h. | 1,02 | Aug. 31, Prattman and Co          |                     |               |                    |
| Aurora                 | Davidson      | F. r. h. | 325  | Oct. 9, W. M. Smith and Co        |                     | Newchwang     | Early              |
| Asvian                 | Mesrus        | N. h.    | 335  | Sept. 27, R. M. Kennedy and Co    |                     |               |                    |
| Belle                  | Young         | N. h.    | 405  | Sept. 21, M. A. Hubner and Co     |                     |               |                    |
| Bernhar Carl           | Luders        | P. r. k. | 440  | Aug. 50, Senses and Co            |                     | Amoy          |                    |
| Brutus                 | J. J. Johnson | P. r. k. | 196  | Oct. 11, W. M. Pastin and Co      |                     |               |                    |
| Burmah                 | Fulzin        | N. h.    | 1100 | Sept. 27, Livingston and Co       |                     | Fuehuu        | Early              |
| Castro                 | Leaving       | N. h.    | 1400 | Aug. 26, J. J. Johnson and Co     |                     |               |                    |
| Canilla                | Jeffery       | N. h.    | 160  | July 31, J. J. Johnson and Co     |                     | London        | Early              |
| Chanticleer            | Vowell        | N. h.    | 396  | Oct. 9, J. J. Johnson and Co      |                     |               |                    |
| Charlotte              | Carson        | N. h.    | 398  | Sept. 21, M. A. Hubner and Co     |                     |               |                    |
| Clay                   | Spencer       | N. h.    | 468  | Sept. 21, M. A. Hubner and Co     |                     |               |                    |
| City of Quebec         | Peupl s       | N. h.    | 603  | Aug. 12, J. J. Johnson and Co     |                     | London        | Early              |
| Clivale                | V. Van Holdt  | N. h.    | 368  | Sept. 12, P. J. J. Johnson and Co |                     | Discharging   |                    |
| Cora                   | Kien          | N. h.    | 100  | Oct. 11, W. M. Pastin and Co      |                     |               |                    |
| Coromandel             | S. Sutton     | N. h.    | 735  | Sept. 21, M. A. Hubner and Co     |                     |               |                    |
| Danish                 | Madriage      | S. p. r. | 730  | Sept. 11, W. M. Pastin and Co     |                     | Fuehuu        | Early              |
| Deuc Lion              | Turner        | N. h.    | 895  | Sept. 19, Burns Co Limited        |                     | Fuehuu        | Early              |
| Diamond                | Lorenzo       | N. h.    | 140  | Sept. 21, M. A. Hubner and Co     |                     | Fuehuu        | Early              |
| Dundelf                | Fous          | N. h.    | 685  | Sept. 21, M. A. Hubner and Co     |                     | Fuehuu        | Early              |
| Eastern of Queen       | Nancoalas     | N. h.    | 493  | Sept. 20, Senses Company          |                     | Swatow        | Immediate          |
| Eskine                 | Milbourn      | N. h.    | 398  | Sept. 19, Farnaz and Co           |                     |               |                    |
| Fraga                  | Hardner       | N. h.    | 398  | May 11, A. Hubner and Co          |                     |               |                    |
| Frychow                | Major         | N. h.    | 400  | Oct. 10, Senses and Co            |                     |               |                    |
|                        | Mauers        | N. h.    | 710  | Sept. 14, Aug. Beard and Co       |                     | New York      | Early              |

|     |       |         |
|-----|-------|---------|
| 276 | May 6 | Vaucher |
|-----|-------|---------|

|               |          |           |                                 |        |       |
|---------------|----------|-----------|---------------------------------|--------|-------|
| Hasting       | Steretz  | 31. bke   | Sept. 13 A. R. Pilling and Co   | Amoy   | Early |
| Henzl         | Sch. bke | Sept. 13  | A. R. Pilling and Co            | Amoy   | Early |
| H. H. Jensen  | Gravene  | 125       | Oct. 2 Jensen and Co            | Amoy   | Early |
| John Bellamy  | Walver   | 6. sh     | Sept. 8 Brazier and Co          | Amoy   | Early |
| John C. Moore | Wood     | 10. sh    | Sept. 27 Gormce Company         | Amoy   | Early |
| John T. Tietz | P. sh    | 70        | Sept. 13                        | Amoy   | Early |
| Jungpore      | Wilson   | 6. sh     | Aug. 30 Den and Co              | London | Early |
| Lammerhair    | De. b    | 035       | Sept. 30 J. A. Matherson and Co | Amoy   | Early |
| Louisa        | Da. b    | 127       | Sept. 13                        | Amoy   | Early |
| Lucy          | Hansen   | 3. S. 562 | Sept. 28 Brazier and Co         | Amoy   | Early |
| M. Young Star | Johnson  | 10        | Sept. 1                         | Amoy   | Early |
| New Boy       | Fornelli | 6. sh     | Sept. 1                         | Amoy   | Early |

|    |     |          |         |
|----|-----|----------|---------|
| 1. | 600 | Sept. 16 | f. Kröe |
|----|-----|----------|---------|

|                    |           |          |         |                       |                          |               |
|--------------------|-----------|----------|---------|-----------------------|--------------------------|---------------|
| Queen of the East  | Stoddard  | A-m, b,  | 360     | Sept. 8               | Smyth and Co             |               |
| Red Deer           | B. sh.    | 591      | Oct. 1  | D. Oliver             |                          |               |
| Reverend Abner     | B. Thomas | 1471     | Aug. 28 | Nich. K. Moody and Co | New York                 | Early         |
| Rexina             | Carr      | B. sh.   | 587     | Aug. 6                | Mutin, Kennedy and Co    |               |
| S. S. Welch        | Hutch     | B. bk.   | 576     | June 11               | D. Sassoon, Soak & Co    | r. or charter |
| Sinda              | Drysdale  | B. sh.   | 570     | June 26               | Wah and Co.              |               |
| Sir W. G. Williams | Davis     | B. bk.   | 670     | July 1                | J. Shaw, Brothers and Co | Gordon Early  |
| St. George         | Davies    | V-k, bk. | 327     | au. 20                | A. R. Tuby and Co        | Anoy          |
| Star over Cloud    | Boysin    | A-m, sh. | 3       | Sept. 28              | Prazer and Co            | Falmout Early |
| Sun n              | Luster    | B. sh.   | 4       | July 25               | 28 Frazar and Co         | r. or charter |
| T. J. J.           | Wilson    | B. sh.   | 342     | Sept. 17              | R.T. Summell Co          |               |
| T. mas Bell        | Gurzel-n  | d. sh.   | 893     | Sept. 11              | Frazar and Co            |               |
| T. urvin           | Stephens  | d. sh.   | 328     | Sept. 30              | H. Laidy Wise and Co     |               |
| Wat Dayrell        | Dates     | B. sr.   | 153     | July 14               | Order                    |               |

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## YOKOHAMA.

| SHIP'S NAME. | CAPTAIN. | FLAG OR REG. | TONS.   | DATE OF ARRIV.    | OWNERS OR AGENTS.        | DESTINATION.  |
|--------------|----------|--------------|---------|-------------------|--------------------------|---------------|
| A-m-hale     | Irish    | b. bk.       | 450     | Sept. 1           | Hand, Downie and Co      | F. or charter |
| Am-land      | Delany   | B. bk.       | 393     | Apr. 25           | E. Kirby & Co            | F. or charter |
| Argus        | B. Atti  | 160          | Aug. 21 | Shaw, Cuth and Co | Uncertain                | New York      |
| Bitch Grove. | Wickham  | B. bk.       | 518     | Sept. 1           | Wilkin and Robison       | F. or charter |
| C. m. 522    | Shevch   | d. sh.       | 556     | Sept. 1           | McLoud, Mackler and Co   | Uncertain     |
| C. m. 531    | Hardis   | b. bk.       | 434     | Sept. 4           | A. Ashpal, Cornes and Co | Uncertain     |
| Conrad       | Verdau   | b. bk.       | 250     | Apr. 26           | Abud, Downie and Co      | F. or charter |
| Cressa       | Ishary   | B. sh.       | 381     | Sept. 10          | Kempthorpe and Co        | London        |
| E. Miller    | Willie   | b. bk.       | 433     | Apr. 1            | A. Alpha, Cornes and Co  | Uncertain     |
| Emilio er    | n-wolves | B. bk.       | 484     | Sept. 10          | Oliver and Co            | Uncertain     |

[illegible]

| Vessel         | Flag    | Captain  | Tons | Horse-power | Owner or Agent                  |
|----------------|---------|----------|------|-------------|---------------------------------|
| Famg<br>Jeween | British | Lefevre  | 90   | 110         | H. & W. Dock Company            |
| Pine Dart      | British | "        | 255  | "           | H. C. and M. Steam-boat Company |
| Kin Shun       | British | Baskell  | 550  | "           | Do                              |
| Kin Klung      | British | Banning  | 1165 | "           | H. C. and M. Steam-boat Company |
| Leitch         | British | "        | 101  | "           | Acheong                         |
| Little Orhan   | British | Wendall  | 101  | "           | Union Dock Company              |
| Poyang         | British | Olsen    | 825  | "           | H. C. and M. Steam-boat Company |
| Sacramento     | British | Journean | 130  | "           | Acheong                         |
| Swart          | America | Falls    | 140  | "           | Thomas Hunt & Co.               |
| White Cloud    | British | Carroll  | 180  | "           | H. C. and M. Steam-boat Company |


  

| Vessel       | At               | Flag & Rig. | Tons. | Captain   | Owner                     |
|--------------|------------------|-------------|-------|-----------|---------------------------|
| Fort William | Hongkong         | B. sh.      | 1000  | Ahlmann   | P. & O. S. N. Steam Co.   |
| John Adams   | "                | B. bk.      | 518   | Gombocse  | D. Sassoon Sons and Co.   |
| Remelga      | Macao            | P. bk.      | 346   | Jarques   | L. Marges Calhao Earl     |
| Nahannoodie  | Fuh-chau         | B. bk.      | 202   | Oliver    | Jardine, Matheson & Co.   |
| Saipie       | Ningpo           | B. bk.      | 241   | Green     | Jardine, Matheson & Co.   |
| Am Welch     | Shanghai         | B. bk.      | 341   | koudy     | Augustine Head & Co.      |
| Clippe       | "                | B. sh.      | 252   | Keppell   | St. Francis Cable and Co. |
| Unter Witch  | "                | B. sh.      | 427   | Lawes     | Appleby Lowes             |
| Lady Sayce   | "                | B. dg.      | 384   | Stratidge | Jardine, Matheson & Co.   |
| Wellington   | "                | B. dg.      | 473   | Bennett   | David Sassoon, Sons & Co. |
| Raidender    | Tai-kau, Formosa | B. bk.      | 392   | "         | Jardine, Matheson & Co.   |
| Fernate      | "                | B. bk.      | "     | "         | Dent and Co.              |

**Shipping.**

VESSELS EXPECTED IN HONGKONG AND CANTON.



**Shipping.**

VESSELS EXPECTED IN HONGKONG AND CANTON.

Alice, from Hamburg  
 Andreas, from Cardiff, April 3  
 Andrius, from Newcastle, May 1  
 Ann Sim, from Sunderland, Apr. 17  
 Bessie Stanton, from Newport, Apr. 17  
 Birch Grove, from Cardiff.  
 Burdette, from New York April 21  
 Carolus, from New York  
 Cayton, from London, Mar. 26  
 Chasus, from London  
 Chazut, from Liverpool, April 3.  
 Elizabeth, from Hamburg  
 Ellina, from Rotterdam  
 Eusan Mathilde, from Havana, May 2.  
 Era, from Calico, July 10.  
 Florence, from Bangkok.  
 Florentin, from Singapore  
 Fromberg, from Bangkok  
 Fretz, from Ruyokok  
 Northern Queen, from Calcutta  
 Noreman, from Bangkok  
 Nyverland, Schuss, from Newport, July 14.  
 Queen King, from London  
 Odin, from Shields, May 14  
 Omega, from Singapore  
 Pargano, from Bangkok.  
 Patricius, from Penang  
 Patriarch Samhiti, from Hellesvoet via Carl  
 May 26  
 Peter Goddard, from Hamburg  
 Queen of the Age, from Deal, July 7.  
 Ramsey, from Sydney, March 4  
 Red Riding Hood, from London  
 Restless, from Singapore  
 Schultz Delitsch, from Madeira, May 8.  
 Shun Lee, from London.  
 Summer Cloud, from Sabatia, Mar. 4.  
 Thiele, from London, May 25.

Guadeloupe,  
H. M. S. Pe

Her Majesty from London  
 Jacobus, from Hellevoet van Newcastle, May 2  
 James Russell, from London, July 13.  
 Jeanne Alci, from Portland, July 13.  
 Juchuan, from Cella, July 8  
 Lohelia, from London, June 21.

Tyavistak, from London, June 14.  
 Taylor, from Singapore  
 T wee Cornelissen, from Cardiff, May 30.  
 Ton Fall Hin, from Bangkok.  
 Tyudade, from Shihle, June 8.  
 Victory, from Liverpool  
 Yun Chai Hong, from Bangkok.

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**PRICE OF THE OVERLAND CHINA MAIL.**—To Subscribers to the Weekly Paper, *Eight Spanish Dollars*; To Non-subscribers to the Weekly Paper, *Twelve Dollars*.  
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В. Шапиро, Осло

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